

decorations, including: the Defense Distinguished Service Medal (with 2 oak leaf clusters), the Distinguished Service Medal, the Legion of Merit (with oak leaf cluster), the Bronze Star Medal with V device I (with three oak leaf clusters), and the Purple Heart, for injuries received during combat in Vietnam. General Shelton has also been awarded the Combat Infantryman Badge, Joint Chiefs of Staff Identification Badge, Air Assault Badge, Military Freefall Badge, Master Parachutist Badge, Pathfinder Badge, and the coveted Special Forces and Ranger Tabs, as well as numerous foreign awards and badges.

General Shelton's leadership, drive and initiatives have proven time and time again that he was a superb choice to serve as our Nation's top military adviser as we entered into the 21st Century. On September 11, 2001, our Nation suffered from the horrors of terrorist attacks in New York and in Washington, and I am confident that if it were not for the Joint Chiefs of Staff's instantaneous and swift response to the attacks under the leadership of General Shelton working under our President, the Secretaries of Defense and State, and our top-notch national security team, the damage and casualties we suffered may have been far greater.

General Shelton meritoriously served as our 14th Chairman of the Joint Chiefs of Staff with honor and distinction during the past four years. While he may have served as the senior military officer and operated at the highest levels of government, General Shelton never lost touch with our men and women in uniform, and no matter how busy or over committed he is, he always makes the time to assist others. In August 2001, a member of my staff underwent two surgeries and General Shelton and his staff called Matt to see if there was anything that they could do—that is but one example of the true, caring professional that epitomizes General Shelton as a "soldier's soldier."

I also want to recognize and offer my sincere gratitude to General Shelton's wife Carolyn for her dedicated work, tireless efforts, and support of our military families during her service to our Nation. General and Mrs. Shelton's three sons Jonathan, Jeffrey and Mark deserve our thanks for supporting their father during his distinguished service.

Mr. Speaker, I urge my colleagues to join me in expressing our gratitude to General Henry H. "Hugh" Shelton, the 14th Chairman of the Joint Chiefs of Staff, a superb leader, a quiet diplomat-warrior, a gentleman of the truest sense of the word, and a true friend of mine and of our great Nation!

#### RECOGNIZING SALADINO'S

#### HON. GEORGE RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Monday, September 24, 2001*

Mr. RADANOVICH. Mr. Speaker, I rise today to recognize Don and Craig Saladino on the occasion of the grand opening of their new facility. Saladino Company operates as two separate privately owned corporate entities: Saladino Sausage Company and Saladino's, Incorporated, which is a specialized foodservice distribution company.

The Saladino Sausage Company was established in Fresno, California in the meat de-

partment of a grocery store, owned by Don Saladino's father. Don's sausage products were first made and sold in 1944. The distinct sausages were made from special family recipes brought over from the Calabrese region of Italy. His special sausages helped Don's business grow quickly and earned him a reputation for producing quality sausages at a fair price.

Craig, Don's son, joined his father in the family business in 1979. Together they extended their core product line to include pizza sausage and linguica to sell to local restaurants and pizzerias. The Saladino Sausage Company's wide variety of raw and cooked sausage products soon developed a loyal following of retail and institutional customers. A growing reputation of integrity and quality products soon presented Saladino's with expanded distribution opportunities.

Saladino's expansion has allowed the company to move into their new state-of-the-art distribution facility. The new facility has increased warehouse capability, climate controlled docks, and a layout that allows for orders to be processed more efficiently. The new facility will help Saladino's Company to continue building on a tradition of service.

Saladino's Sausage Company is run by President Don Saladino. Under Don's leadership, the company has maintained a high level of quality, integrity and growth. Don's motto, "Never forget where you came from," keeps the company focused on providing continuous quality service to its customers. Saladino's, Incorporated is run by President Craig Saladino. His company has a unique philosophy of partnership with its foodservice customers, vendors and associates.

Mr. Speaker, I rise to recognize Don and Craig Saladino and Saladino's Company on the occasion of the opening of their new facility. I urge my colleagues to join me in wishing the Saladino family and the Saladino Company many more years of continued success.

#### AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

SPEECH OF

#### HON. JERRY F. COSTELLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Friday, September 21, 2001*

Mr. COSTELLO. Mr. Speaker, I rise today in opposition to the airline relief legislation currently under consideration. I do so because I believe the bill before us does not get to the heart of the problem faced by the airline industry aviation security—and fails to include compensation for the tens of thousands of workers that have also been affected.

The events of September 11th have had a profound effect on the country, economically, psychologically, and militarily. There is no doubt that the airline industry has suffered in the aftermath of the terrorist attacks. However, while it may be necessary to spend billions now to keep the airlines solvent, we will not restore the faith of the American people—and in turn the health of the industry—until we assure them it is safe to fly. Security enhancements cannot wait. We need to radically improve our procedures for ensuring the safety of airline passengers.

To address these concerns, I recently joined with others on the Aviation Subcommittee to

introduce H.R. 2895. This bill would greatly expand the Federal Aviation Administration's (FAA's) Air Marshal Program, give the FAA or another Federal law enforcement agency control over the airport security screening system and limit airline passengers to one carry-on bag. I also believe cockpit doors should be secured to prevent entry by hijackers.

Testimony received last week by the Aviation Subcommittee revealed that strong measures are indeed necessary. Just last week, former Bureau of Alcohol, Tobacco, and Firearms agents successfully boarded a plane concealing graphite knives. In addition, Department of Transportation Inspector General Kenneth M. Mead testified that when his office reviewed security procedures at Dulles International Airport it found that over 80% of security screeners there were not U.S. citizens, which adds to language barriers, and that screeners earn low-pay and have an extremely high turnover rate. We need a uniform system for employing, training, and monitoring the performance of our aviation security personnel. Our proposals are not new, but we need to act on them with a renewed sense of urgency.

Also, the lack of provisions in this airline relief package for the tens of thousands of workers that have been or will be laid off is disturbing. While I understand promises have been made to address these issues in the near future, there is no good reason why they cannot be included now. Similarly, there is no language to protect the American taxpayer. In past instances of industry distress, the Chrysler Corporation comes to mind, government aid was tied to stock or some other commitment that the company would pay the money back. No such provision applies here.

Mr. Speaker, while I understand that the airline industry has real needs after the tragic events of last week, this is not an appropriate way to meet them. I urge my colleagues to join me in voting against this legislation.

#### AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

SPEECH OF

#### HON. WILLIAM J. COYNE

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, September 21, 2001*

Mr. COYNE. Mr. Speaker, I rise today in opposition to H.R. 2926, the Air Transportation Safety and System Stabilization Act when it was considered by the House of Representatives on September 21, 2001.

This bill would provide \$5 billion in direct aid to the airlines for losses incurred as a result of the government-ordered shut-down of the nation's air travel industry, as well as \$10 billion in loan guarantees.

I oppose this legislation because I believe that it is incomplete. It fails to address several important and time-sensitive issues.

I oppose H.R. 2926 because this bill does nothing to help the tens of thousands of hard-working Americans who were laid off by the airlines and airline manufacturers in the wake of the terrorist attacks of September 11, 2001. 78,000 airline employees and 30,000 employees of aircraft manufacturers have been or are going to be laid off. The workers who lost their jobs as a result of these terrorist attacks are

also victims of the terrorists. While they were fortunate enough not to have lost their lives, they have lost their livelihoods through no fault of their own.

The airline workers who have lost their jobs will need continued health insurance coverage and job search and possibly retraining assistance. Unemployment benefits don't last very long, so time is of the essence. And while these employees can continue their existing health insurance coverage under COBRA, they will be responsible for the full cost of the premiums, which a family with the chief breadwinner out of work can find it difficult if not impossible to afford. Consequently, I believe that the federal government should provide premium assistance to the affected families.

This bill should contain provisions to help these unemployed individuals and their families. I think that it is unacceptable that Congress will act swiftly to help the airline companies while ignoring the injured employees of those companies. It is even more unacceptable in light of the fact that multi-million dollar severance packages are available to the Presidents and CEOs of the major airlines.

In addition, I oppose this legislation because it does nothing more than express the Congress's commitment to act expeditiously to strengthen airport security. It did absolutely nothing to actually improve airline security. I believe that improving security in airports and on airplanes should be our first and highest priority. I am convinced that airport security can no longer be left to the airlines. Now that terrorist attacks on airliners have become a major national security threat, I support the assumption of responsibility for airport security.

Finally, I am concerned that the bill does not adequately address the liability issue. I believe that a little more time should be taken to think through the liability issue and come up with a more equitable, comprehensive solution.

Mr. Speaker, I believe that these shortcomings should be addressed before the House passes H.R. 2926. Consequently, I urge my colleagues to join me in supporting the motion to recommit and in opposing this legislation in its current form. Thank you, Mr. Speaker.

#### THE FRIENDS OF CHICKAMAUGA & CHATTANOOGA NATIONAL MILITARY PARK

#### HON. ZACH WAMP

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Monday, September 24, 2001*

Mr. WAMP. Mr. Speaker, I would like to commend the work of a very special group of people, the Friends of Chickamauga & Chattanooga National Military Park.

In September 1863, Union and Confederate soldiers fought over access to Chattanooga in what was one of the bloodiest battles of the Civil War. In 1890, Congress established the Chickamauga & Chattanooga National Military Park as the country's first national military battlefield park. Those petitioning for its establishment were veterans of both sides who came together in a spirit of reunion and brotherhood to memorialize the hills and fields where their brothers had fought and died.

What is now known as the Chickamauga Battlefield is bisected by a two-lane portion of

U.S. Highway 27, a major north-south artery extending from Michigan to Florida. Over the years, heavy commercial and commuter traffic has created a threat to the cultural, historical and abundant natural resources in the national park.

On December 24, 1987, Public Law 100-211 was enacted to authorize the relocation of a 5.7 mile section of U.S. Highway 27. This new section of road, on the western perimeter of the Chickamauga Battlefield, will be officially dedicated on October 12, 2001. Its successful completion is the result of a partnership among the Eastern Federal Lands Highway Division of the Federal Highway Administration, Department of Transportation; the National Park Service, Department of Interior; and the Georgia Department of Transportation.

In honor of this accomplishment, Friends of the Park is presenting a weekend of activities to celebrate the opening of this new road that will allow Park visitors to experience this historical Battlefield more safely.

Mr. Speaker, the Friends of the Park was one of the first National Park support groups in the nation and has, in its 15 years, raised more than \$4.6 million for capital projects at the Park while pursuing its goals of advocacy, educational programming and fundraising. I applaud their effort and hard work to protect and preserve this land. Their dedicated membership assures continued support for the protection of the Chickamauga & Chattanooga National Military Park for years to come.

#### TRIBUTE TO TROOPER BOBBY KINTZEL

#### HON. SHELLEY BERKLEY

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

*Monday, September 24, 2001*

Ms. BERKLEY. Mr. Speaker, I rise today to recognize a truly outstanding individual from Nevada. Trooper Bobby Kintzel of the Nevada Highway Patrol is a six-year highway patrolman, Persian Gulf War veteran, and a Valley High School graduate. Several months ago, Trooper Kintzel was laying tire-piercing spikes across the highway to end a 40-minute high speed chase when a fleeing sport utility vehicle, driven by an escaping murder suspect, purposely struck him at an estimated speed of 90 mph. Trooper Kintzel suffered a fractured pelvis and skull, a severe brain injury, and internal bleeding. A few days later, surgeons removed a portion of his brain that had been irreversibly damaged. The family was devastated and are facing an uncertain future. Trooper Kintzel has recently begun using head and hand signals to communicate, and has had a throat operation to help him speak. Trooper Kintzel's plight has triggered sympathy from fellow law enforcement officers across the United States, as well as in Europe and Australia. More than a thousand well wishers have left encouraging messages for Trooper Kintzel, and on Sunday, September 30, 2001, the City of Las Vegas, and Clark County, Nevada will be honoring the Nevada State Trooper by proclaiming "Trooper Bobby Kintzel Day."

Mr. Speaker, it gives me great pleasure to recognize Trooper Bobby Kintzel before the Congress today. I call upon my colleagues to

join me in honoring this special man for his bravery and courage in the line of duty.

#### IN RECOGNITION OF MR. CARL E. SWEARINGEN UPON HIS RETIREMENT FROM THE NATIONAL BOARD OF ADVISORS FOR THE MUSEUM OF AVIATION IN WARNER ROBINS, GEORGIA

#### HON. SAXBY CHAMBLISS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Monday, September 24, 2001*

Mr. CHAMBLISS. Mr. Speaker, I want to pay tribute to Mr. Carl Swearingen upon his retirement as the Chairman of the National Board of Advisors established for the Museum of Aviation in Warner Robins, Georgia.

Carl is the kind of man that strives to achieve the maximum of his ability. Following his service in the U.S. Air Force, he began his telephone career with BellSouth in 1972. With increasing responsibility in 1977 he became the general public relations manager for Georgia. By 1985 Carl was appointed assistant vice-president for public affairs in Charlotte, N.C. Four years later in 1989, he was promoted to state president of BellSouth Telecommunications in Georgia. He was elected a corporate officer and promoted to his current position Senior Vice President, Corporate Compliance and Corporate Secretary from BellSouth Corporation of Georgia in June 1998.

He exemplifies strong character, leadership, fine management skills, and a dedication to improving education and his local community. Each of these qualities are demonstrated through the position he holds on several boards including the University of Georgia Foundation, Berry College, American Cancer Society, Georgia Partnership for Excellence in Education, and Georgia Industry Trade and Tourism.

We hate to see him retire from his position as Chairman of the National Board of Advisors established for the Museum of Aviation in Warner Robins, Georgia where he has served since 1993. He and his wife have personally donated their time, money, and hard work to guarantee the educational programs offered by the museum have grown to reach 62,000 children a year. He has been responsible for raising millions of dollars from corporations and foundations throughout the country to benefit the museum. His leadership has been vital in the expansion and success of the museum and the educational programs associated with it. He is now heading a campaign called Century 2000 The Next Generation to raise 30 million dollars for the expansion of the museum and its programs.

Setting high standards, hard work and dedication have ensured his continued success. We all appreciate his service to the industry, the Museum of Aviation, and the 8th District of Georgia. He is a spectacular example of a fine businessman, family man, and role model for people of all ages. I wish him all the best in his retirement and continued success in all his future endeavors.